

§ 165.1110

33 CFR Ch. I (7-1-99 Edition)

(iii) Vessels shall leave Los Angeles Approach Lighted Bell Buoy "LA" to port when entering and departing Los Angeles Main Channel;

(2) *Long Beach Pilot Area:*

(i) No vessel may enter the Long Beach Pilot Area unless it is entering or departing Long Beach Harbor Entrance (Queen's Gate).

(ii) Every vessel entering the Long Beach Pilot Area shall pass directly through without stopping or loitering unless stopping is necessary to embark or disembark a pilot.

(iii) Every vessel shall leave Long Beach Approach Lighted Whistle Buoy "LB" to port when entering and departing Long Beach Channel and departing vessels shall pass across the southern boundary of the Long Beach Pilot Area.

(e) The following regulations contained in paragraphs (e)(1) through (e)(4) apply to vessels 30 meters (approximately 98 feet) or over in length, towing vessels of 8 meters (approximately 26 feet) or over in length engaged in towing, vessels of 100 gross tons and upward carrying one or more passengers for hire while navigating, and each dredge and floating plant engaged in operations in the regulated navigation area:

(1) Such vessel's speed shall not exceed 12 knots;

(2) All verbal contact between such vessels shall be communicated in the English language. No such vessel may enter or transit within the regulated navigation area unless there is at least one person on the bridge immediately available to communicate with other vessels in the English language;

(3) When such vessels in the regulated navigation area encounter meeting, crossing, or overtaking situations as defined by the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS) the master, pilot or person in charge of each such vessel shall make verbal passing arrangements with the other over radio-telephone in addition to sound signal requirements of the 72 COLREGS;

(4) No such vessel may enter the waters between Commercial Anchorage G and the Middle Breakwater as defined by an area enclosed by a line beginning at Los Angeles Main Channel Entrance

Light 2 (33°42' 42" N, 118°14' 42" W); thence eastward along the middle breakwater to Long Beach Light (33°43' 24" N, 118°11' 12" W); thence south to 33°43' 05.3" N, 118°11' 15.3" W; thence westerly to 33°43' 05.3" N, 118°12' 15.7" W; thence southwesterly parallel to the breakwater to 33°42' 29.9" N, 118°14' 16.0" W; thence to the point of origin, unless such vessel is:

- (i) In an emergency;
- (ii) Proceeding to anchor in or departing Commercial Anchorage G;
- (iii) Standing by with confirmed pilot boarding arrangements; or,
- (iv) Engaged in towing vessels to or from Commercial Anchorage G, or to or from the waters between Commercial Anchorage G and the Middle Breakwater.

[CCGD11-93-007, 59 FR 5953, Feb. 9, 1994]

**§ 165.1110 Safety Zone: Los Angeles Harbor; San Pedro Bay, CA.**

(a) *Location.* The following areas are established as safety zones:

(1) *Pier 400:* Those waters of Los Angeles Harbor and San Pedro Bay in the vicinity of Pier 400 as defined by the lines connecting the following coordinates.

<i>Latitude</i>	<i>Longitude</i>
33°44'29.06"N	118°14'17.25"W
33°43'48.06"N	118°13'59.25"W
33°43'03.50"N	118°14'11.72"W
33°42'45.17"N	118°15'04.78"W
33°43'00.00"N	118°15'29.90"W
33°43'21.94"N	118°15'41.51"W
33°43'45.04"N	118°15'30.81"W
33°43'58.55"N	118°14'44.38"W
33°44'03.70"N	118°14'26.65"W

and thence to the point of origin. All coordinates use Datum: NAD 83.

(2) *Shallow Water Habitat Extension:* Those waters of Los Angeles Harbor and San Pedro Bay as defined by the lines connecting the following coordinates.

<i>Latitude</i>	<i>Longitude</i>
33°42'32.10"N	118°15'00.00"W
33°42'49.84"N	118°15'41.51"W
33°42'47.06"N	118°15'58.26"W
33°42'24.99"N	118°15'23.59"W

and thence to the point of origin. All coordinates use Datum: NAD 83.

(3) *Moving Safety Zone: Dredge FLORIDA.* All waters within 50 yards on all sides of the Dredge FLORIDA, when it is within three nautical miles of the

base line from which the United States territorial sea is measured and engaged in dredging operations associated with the Pier 400 project.

(b) *Dates.* This section is effective from 6 a.m. PDT on May 28, 1998 through 11:59 p.m. PST on December 31, 1999.

(c) *Regulations.* In accordance with the general regulations in §165.23 of this part, entry into, transit through, or anchoring within any of these safety zones is prohibited unless authorized by the Captain of the Port Los Angeles-Long Beach, CA.

[COTP Los Angeles-Long Beach, 97-007, 63 FR 23219, Apr. 28, 1998, as amended by USCG-1998-3799, 63 FR 35533, June 30, 1998]

EFFECTIVE DATE NOTE: By COTP Los Angeles-Long Beach, 97-007, 63 FR 23219, Apr. 28, 1998, §165.1110 was revised, effective 6 a.m. PDT on May 28, 1998 until 11:59 p.m. PST on Dec. 31, 1999.

**§165.1111 Security Zone: Wilson Cove, San Clemente Island, California.**

(a) *Location.* The following area is a security zone: The water area adjacent to San Clemente Island, California within 1.5 nautical miles (1.73 statute miles, 2.8 kilometers) of the shoreline of San Clemente Island from Wilson Cove North End Light (LLNR 2565) to Spruce Pier, approximately 4.1 nautical miles (4.7 statute miles, 7.65 kilometers) southeast of Wilson Cove North End Light, described as follows:

Starting at a point on the shoreline of San Clemente Island, California, in position 33°01'25.0" N, 118°33'43.0" W, for a place of beginning (point A), thence northeasterly to 33°02'11.0" N, 118°32'13.5" W (point B), thence southeasterly to 32°58'40.5" N, 118°29'15.5" W (point C), thence southwesterly to 32°57'54.0" N, 118°31'17.2" W (point D), thence northwesterly along the shoreline of San Clemente Island to the place of beginning.

(b) *Regulations.* In accordance with the general regulations in §165.33 of this part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port, San Diego, California. Section 165.33 also contains other general requirements.

[COTP San Diego Reg. 87-04, 52 FR 18230, May 14, 1987]

**§165.1114 San Francisco Bay Region, California—regulated navigation area.**

(a) *Applicability.* This section applies to all resells unless otherwise specified.

(b) *Deviations.* The Captain of the Port, San Francisco Bay, or the Commanding Officer, Vessel Traffic Service San Francisco, as a representative of the Captain of the Port, may authorize a deviation from the requirements of this regulation when it is deemed necessary in the interests of safety.

(c) *Regulated Navigation Areas—(1) San Francisco Bay RNA.* (i) The following is a regulated navigation area—The waters bounded by a line connecting the following coordinates, beginning at:

37°47' 18" N, 122°30' 22" W; thence to 37°48' 55" N, 122°31' 41" W; thence along the shoreline to 37°50' 38" N, 122°28' 37" W; thence to 37°50' 59" N, 122°28' 00" W; thence to 37°51' 45" N, 122°27' 28" W; thence to 37°52' 58" N, 122°26' 06" W; thence to 37°51' 53" N, 122°24' 58" W; thence to 37°51' 53" N, 122°24' 00" W; thence to 37°51' 40" N, 122°23' 48" W; thence to 37°49' 22" N, 122°23' 48" W; thence to 37°48' 20" N, 122°22' 12" W; thence to 37°47' 02" N, 122°21' 33" W; thence to 37°47' 02" N, 122°23' 04" W; thence along the shoreline to the point of beginning.

Datum: NAD 83

(ii) The San Francisco Bay RNA consists of the following defined sub-areas:

(A) *Golden Gate Traffic Lanes—(1) Westbound traffic lane:* Bounded by the Golden Gate precautionary area and the COLREGS Demarcation Line (33 CFR 80.1142), between the separation zone and a line connecting the following coordinates:

37°48' 30" N, 122°31' 22" W; thence to 37°49' 03" N, 122°29' 52" W.

Datum: NAD 83

(2) *Eastbound traffic lane.* Bounded by the COLREGS Demarcation Line (33 CFR 80.1142) and the Golden Gate precautionary area, between the separation zone and a line connecting the following coordinates:

37°47' 50" N, 122°30' 48" W; thence to